

DARTFREN
'LANOLINE'

Natural Toilet Preparations

DARTFREN TOILET LANOLINE is small and very manageable. Makes rough skins smooth and removes all the complexities from the dressing ritual.

DARTFREN TOILET SOAP is excellent for shaving and washing the skin.

MADE IN ENGLAND

TELEPHONE NO. 250.
CABLE ADDRESS: "ACH P," HONGKONG.
A. B. G. CODE, 4TH EDITION.

ESTABLISHED 1859.
A CHEE & CO

洋利廣
17a Queen's Road.

**Furniture
Dealers.**

**DRAWING-ROOM
DINING-ROOM
and BEDROOM
FURNITURE.**

**ELECTRO-PLATED.
GLASS and
CHINA WARES.**

**PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.**

**COCAINE BATHS,
KIDNEY TROUSERS,
and HONORABLE
BIBERSTERS.**

**WM. POWELL,
28 S. M. CHAN'S ROAD
Opposite Hongkong Hotel.**

**General
Drapers
and
Outfitters**

**Just Received
New Stock of Giffon and
Net Ruffles in all the
Latest Shapes.**

'Ping Pong.'
Complete sets, ranging
in Price from \$1 to
\$15.

**DRESSMAKING
A SPECIALITY.
All cutting executed by
an experienced
Dressmaker.**

**NEW MILLINERY,
NEW WASHING
SILKS,
NEW SUMMER
DRESS GOODS.**

Telephone No. 185.



SEASONABLE

WINES.

	per Dozen.
LIGHT HOCKS	\$ 6.50 to \$19.00
WHITE WINES	8.00 " 13.00
CLARETS	4.50 " 13.00
ST. LEON TONIC WINE	21.00
BURGUNDIES	14.00 " 30.00

H. PRICE & CO.,

454 12 Queen's Road.

MEALS FOR TOMORROW.

Miscellaneous.

Guests per table not cleared at 2 p.m.

Guests per table not cleared at 4 p.m.

Guests per table not cleared at 6 p.m.

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BIRTH.
At Hing Lam Dock, Kowloon, on the 31st August, the wife of E. J. MANN, of a Daughter.
DEATH.
At 4.15 a.m., on the 1st inst., at New Travellers' Hotel, Queen's Road, HENRY OLIVER.
His funeral took place on the 3rd inst. at 11.30 a.m.

The China Mail.

HONGKONG, MONDAY, SEPTEMBER 1, 1902.

UNTIL the official report has been issued dealing with the causes which led to the murder of the two China Inland Missionaries at Chenchou, Hunan, it may not be wise to dogmatise on these two particular cases, but as these are by no means extraordinary occurrences there is now sufficient data for coming to a working theory with regard to them.

It is a common error to suppose that it has been too often assumed, and without proper inquiry, that the propagation of Christianity in China, being an alien religion, has offended the prejudices of the Chinese, roused their animosity and led to their taking violent measures to get rid of the men who have come to destroy the 'faith of their fathers.' A candid and careful examination into the history of the so-called anti-Christian uprisings of the last thirty years, while it may lend colour to the theory, does by no means give it reasonable support. As a matter of fact, it will be found that the preaching of Christianity *per se*, whether by Roman Catholics or Protestants, has produced comparatively small active opposition.

However strange it may sound, the Chinese mind is very liberal in the matter of religion; to begin with, they had the teaching of Confucius and the Sages, which is considered perfect in itself, but that did not prevent them accepting without difficulty the teaching of Buddha, although that system, through its monks and nuns, is in conflict with family life—the highest ideal of the Chinese. The 'Three Religions'—Confucianism, Taoism, and Buddhism—have long existed side by side and in peace, and the Chinese religious idea is practically a combination of these three cults. The teaching of Christianity has really far less to rouse the opposition of the Confucianist than much which is found in Buddhism.

With this preliminary inquiry we are in a better position to consider some of the many causes that are at work, which, within recent years, have led to the loss of many valuable lives. One great underlying factor is the dense ignorance of the people, which makes them the sport and prey of every passing rumour. To this must be added race hatred. Many writers tell us the Chinese have no patriotism. This is only partially true. It cannot be denied that the Chinese are greatly attached to their country. Even the coolie who emigrates makes careful arrangements that in the event of his death in America or elsewhere his bones will be duly returned to mingle with the dust of his forefathers. No one has ever heard a Chinaman speak of Chung Wa (China) unless in tones of pride. This explains why the political movements of Western nations have been the fruitful source of trouble and unrest in China. One of the avowed objects of the Boxers was to drive out the foreigners who had encroached on the territory of China. Politicians may be quite right when they accuse Roman Catholic missionaries of causing strife and bloodshed by interfering in Mandarin cases; but they ought to remember the injunction and good advice given to those who live in glass houses. But if it is true, as facts and history establish indubitably, that the propagation of the Christian faith by public and private teaching of its doctrine has been comparatively a very peaceable operation, applied Christianity, on the other hand, has been one of the most fruitful sources of false rumours which have led to riots and murders. Christian philanthropy, as evidenced by medical missions and orphanages, has brought untold blessings to the Chinese; but such is the perversity of the native mind that they have ruefully we fear in many cases, misunderstood and misrepresented the motives of the foreigners in doing these good works. In the year 1870, eleven French nuns, who were doing a noble and Christ-like work in saving outcast and moribund children in Tientsin, were massacred by the mob whose minds had been previously filled with diabolical stories of the horrible things done by the Sisters to the little children which the Chinese, in the hardness of their

hearts, had thrown out to die. Western medicine has saved the lives and relieved the sufferings of an immense number of people in China, but because of the stupidity and ignorance of the people, for whom it has done so much, many are the troubles that have risen and not few lives have been sacrificed.

There is nothing local or peculiar in the latest illustration at Chenchou where the two missionaries of the China Inland Mission have been done to death. Given an epidemic such as cholera or plague start your rumour that the foreigners are responsible for the outbreak or that they are distributing dangerous and deadly medicines, then the sooner the foreigners 'flee to the next city' the better for them and the work they have come to do. The late Sir Chaloner Aldrich, when Consul at Canton, once said that in the case of a riot he would sooner take his chance in a Mission Hospital rather than on the deck of a British gunboat. There is truth but also rhetoric in this statement. If the riot arose because of something in connection with the Hospital, then the deck of the British gunboat would be decidedly the safer place. Within recent years, one of the largest and best known hospitals in South China, the walls of whose entrance-hall are covered with tablets from grateful patients, was besieged and partially destroyed by the mob, and only saved from complete destruction by the arrival of the military. Cases might be multiplied, but enough has been advanced to prove the difficulty and danger attached to the exercise of benevolence. What is the remedy? Most assuredly the mandarins and the gentry might do a great deal more than they have done to prevent these murderous outrages, and it becomes those engaged in all kinds of benevolent work to exercise the greatest wisdom and prudence. Sometimes it happens that the foreigners are involved because of the thoughtlessness of their Chinese assistants. The greatest and most difficult part of the problem is how to raise the populace of China from its present degraded position. When that is done, then the possibility of those terribly sad events which we have been obliged to record so frequently for the past ten years will become impossible. We shall await with interest the report of the inquiry at Chenchou, but there is but little probability that it will reveal any new principle at work which has not been abundantly illustrated in former outrages.

LOCAL AND GENERAL.

Notes by the Way.

The Czar has decorated Signor Marconi with the Order of St. Anne.

The Director of Agriculture of the colony reports that Natal requires 10,000 white settlers of the small farmer class.

The German barque *Silo*, which left Capetown in ballast for Vancouver on the 11th of June, has been towed into Nagasaki, dismasted in a typhoon off the N.E. of Luzon.

There were 205 European and 52 Chinese visitors to the City Hall Library, and 47 European and 1,834 Chinese visitors to the Museum during the week ending 31st August.

The Yorkshire County Committee has decided to accord John Tunnicliffe—Long John of Pudsey—a benefit in 1903, and the Lancashire match at Bradford will probably be set aside for him.

In memory of the officers and men of the King's Own Royal Lancaster Regiment who fell in the South African War, it is proposed to erect a memorial chapel in the parish church at Lancaster. There are a number of memorial brasses and mural monuments at present in the church to officers and men of the territorial regiment. These, it is suggested, should be transferred to the chapel, the estimated cost of which is £4,000.

Several generations of V. R. C. members will learn with regret of the death of A. Yow, for many years the Number 1 boy of the Club. A Yow was regarded as one of the per eminent features of the Club. He was always cheery and obliging, and these qualities, coupled with sterling honesty, made him a general favourite with each succeeding generation of members. He has been suffering from consumption for some time, and died at his residence at Wan-chai on Saturday morning. A collection made at the Water Polo match on Saturday on behalf of his family realised a goodly sum. A Yow had been in the service of the Club when quite a small boy, and as a swimmer he showed several winners, including the Irish crew in the International on one occasion.

Water Polo.

The final tie for the shield of the Hongkong Water Polo Association, was played at the V. R. C. enclosure at Kowloon on Saturday. A short time prior to the hour fixed for the commencement of the game, rain fell heavily, and this accounted for the comparatively small turn-out of spectators. The teams and officials were as follows:—

V. R. C. 'A' Team—Pereira, goal; Hance and Loureiro, backs; Alves, half back; Hance, Humphreys, and Bain, forwards.

R.V.P.—Whitney, goal; Holland and Andrews, backs; Colman, half-back; Roberts, Monk, and Gregory, forwards.

Referee—Mr H. A. Lammert; timekeeper—Mr W. Orcher; scorer—Mr H. B. Bain; timekeeper—Mr M. M. Meyer (V.R.C.); Corp. C. P. Hogg (R.V.P.).

The game had been going about a minute when the captain of the V.R.C. team (A. Humphreys) scored a splendid goal. Bain, Humphreys, Hance and Loureiro all scored again in this half, and Gregory scored for the soldiers, and the score at half-time stood—V.R.C., 5; Soldiers, 1 goal.

In the second period, the Club team completely outplayed their opponents, and won eventually by 13 goals to 3. This was the result of unselfish combination, and if any one player on the side was more prominent than the rest it was Humphreys, who was in grand form and not only swam well but played with excellent judgment. The Club has now won the Shield and gold badges for four years in succession.

Theatrical Troupe for the East.

The Neil-Frawley Company, now on its way to Manila from San Francisco, sailed a week later than at first planned, and comes by way of Hongkong. The entire company, 19 strong, are on the new Pacific Mail steamship *Korea*, which left America on August 30. During the short stay in this city and while waiting for the Manila boat, it is probable that one or two performances will be given in the local theatre. A generous and enthusiastic reception awaits the company at Manila, where there has been a decided lack of first-class amusement for several years. A new theatre called the National has been erected for the company, as it was found the house contracted for would not accommodate the plays and scenery of the Neil-Frawley Company, nor was it large enough to hold the crowds expected. According to a San Francisco dramatic paper, the Neil-Frawley Company is one of the strongest and best-balanced repertory companies that has been organized. In addition to Daniel Frawley as leading man, the company contains Miss Mary Van Buron as leading lady and John Amory as comedian. These two are well known in the United States. Miss Van Buron is considered one of the three famous beauties of the American stage. She will be given a rousing reception in Manila, as she is a relative of General Chaffee, the commanding officer of the Philippine forces, and her mother is the wife of Colonel Haynes of the army.

FATHER (to little son): 'And how are you getting on at school, Johnny? Boy? O, I have learned to say "thank you" and "I love you" in French. Father: "That's more than you ever learned in English."

CAUSES a rolling and twisting of the intestines, and is accompanied by severe pain. Chamberlain's Colic, Cholera and Diarrhoea Remedy is the favorite remedy for this disease. Every household should have a bottle at hand. It may save a life. For sale by All Dealers; WATKINS Ltd., General Agents.

LOCAL AND GENERAL.

Mr. Alice Marsh.

We note from London papers that Mr. Alice Marsh is engaged for the opera season of the Moody-Manners Opera Company at Covent Garden Theatre, commencing on the 25th August. His wife is one of the soprano soloists.

Submarine Demonstrations.

The French submarine boat *Gustave Zede* and *Gygnade* gave interesting and successful experiments on the 26th ult. in torpedoing warships at Hyeres after travelling under the sea from Toulon, a distance of 11 miles.

Presentation at Bangkok.

At a dinner given at the Bangkok United Club on the 16th inst. to Capt. de Richelieu, who is leaving shortly for Europe, the Directors of the Paknam Railway, on behalf of the Company, presented Capt. de Richelieu, Managing Director, with a handsome solid silver tea and coffee service of Siamese pattern, and a gold medal. Dr. Hays, who succeeds Capt. de Richelieu as Managing Director, made the presentation speech. In his speech, the Director thanked Capt. de Richelieu for his long and faithful service as Managing Director, and said that, if the Company carried out the same rigid economy, together with the general policy introduced by the retiring Managing Director, he had not the least doubt that ere long the Company would be in a position to pension its retiring officers instead of making them a present of an article of this character. Capt. de Richelieu replied that he could hardly find words to express his gratitude for this kind recognition of his services and that he would value the present, not for its intrinsic worth alone, but for the recollections it would bring to him of the many times he had worked together pleasantly with the Company. The following inscription was on the tray of the silver service and the medal: Presented to Capt. de Richelieu for eleven years' faithful and efficient service as Managing Director of the Paknam Railway Co., Ltd., Bangkok, Siam, 1902.

COLIC

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Shipping.

HAMBURG-AMERIKA LINIE.
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For further particulars, apply to the
HAMBURG-AMERIKA LINIE, HONGKONG OFFICE,
Crown's Buildings, No. 1.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

10th September, 1902. Freight and passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

24th September, 1902. Freight.

FOR HAVRE AND HAMBURG.

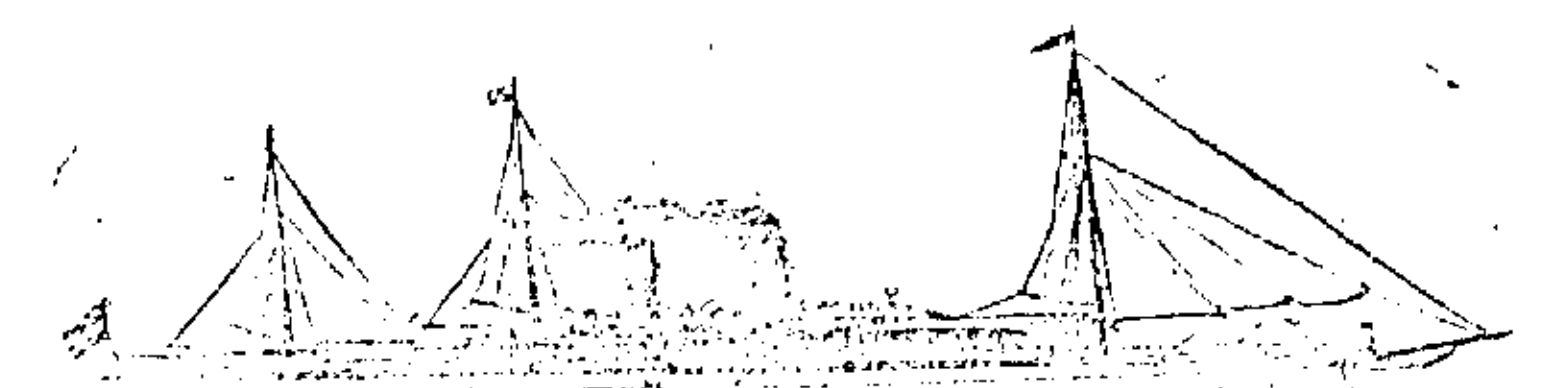
CALLING AT SINGAPORE AND PENANG.

1st October, 1902. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

22nd October, 1902. Freight.

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.Twin Screw Steamships—6,000 Tons—15,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M.S. TARTAR*...Comdr. E. BRETHAM, R.N.R. Wednesday, Sept. 10.
R.M.S. EMPRESS OF JAPAN...Comdr. H. P. MOWATT, R.N.R. Wednesday, Sept. 24.
R.M.S. ATHENIAN*...Comdr. H. MOWATT, R.N.R. Wednesday, Oct. 8.
R.M.S. EMPRESS OF CHINA...Comdr. H. MOWATT, R.N.R. Wednesday, Oct. 22.
R.M.S. EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R. Wednesday, Nov. 19.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous
INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO
VANCOUVER (B.C.) in 12 days, saving THREE DAYS to a WEEK in the
Trans-Pacific journey, and make connection at Vancouver with the
PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY,
which have daily and cross the Continent FROM THE PACIFIC TO THE
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal,
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which
passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of
China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL
STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS
PIRANSCONTINENTAL TRAINS (the Company having received the highest award
for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT
MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARS AND MOUNTAIN HOTELS of this line are owned and
operated by the Company, and their appointments and Cuisine are unexcelled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been
placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as
additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the
"ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific,
and also Stowage. The "TARTAR" takes First Class and Stowage Passengers only.
The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.
For further information, Maps, Guides, Books, Rates of Freight and Passage,
apply to

D. E. BROWN, General Agent,
PRINCE STREET.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH

OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. HONGKONG.

INDRASAMBA... Alfred Horsfall... September 13, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 18th August, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
SANUKI MARU, T. Townsend.	MARSEILLES, LONDON and ANTWERP, Via Singapore, Pen- ang, Colombo & Port Said.	SAURDAY, 6th Sept., Daylight.
IYO MARU,* S. J. G. PARSONS.	VICTORIA, B.C., and SEATTLE, U.S.A. Via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 8th Sept., at 4 p.m.
HIROSHIMA MARU, T. MURAI.	MOJI, KOBE & YOKOHAMA.	TUESDAY, 9th Sept., at Noon.
INABA MARU, J. CAMPBELL.	KOBE and YOKOHAMA.	FRIDAY, 12th Sept., Daylight.
KAGOSHIMA MARU, K. KORI.	SINGAPORE, COLOMBO and BOMBAY.	FRIDAY, 12th Sept., at Noon.
HAKATA MARU, F. L. SOMMER.	MARSEILLES, LONDON, and ANTWERP, Via Singapore, Pen- ang, Colombo and Port Said.	SAURDAY, 20th Sept., at Daylight.
KINSHU MARU, F. L. PYNE.	VICTORIA, B.C., and SEATTLE, U.S.A. Via SHANGHAI, MOJI, KOBE and YOKOHAMA.	MONDAY, 22nd Sept., at 4 p.m.
IZUMI MARU, F. W. HORTON.	KOBE.	THURSDAY, 25th Sept., at Noon.
YAWATA MARU, A. E. MORSE.	NAGASAKI, KOBE and YOKOHAMA.	FRIDAY, 26th Sept., at Noon.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in
the United States, Canada and Europe, in connection with the GREAT NORTHERN RAIL-
WAY and ATLANTIC STEAMERS.

For further information as to Freight, Passage, Sailings, Etc., apply at the Com-
pany's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, August 30, 1902.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED.
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

OUTWARDS.

FROM	STEAMSHIP	DATE
GLASGOW AND LIVERPOOL	NISSON	24th September.
GLASGOW AND LIVERPOOL	NISSON	24th September.
GLASGOW AND LIVERPOOL	NISSON	24th September.
GLASGOW AND LIVERPOOL	NISSON	24th September.
GLASGOW AND LIVERPOOL	NISSON	24th September.
GLASGOW AND LIVERPOOL	NISSON	24th September.

HOMWARDS.

FROM	STEAMSHIP	DATE
LONDON	ANTONIO	2nd September.
LONDON	ANTONIO	2nd September.
LONDON	ANTONIO	2nd September.
LONDON	ANTONIO	2nd September.
LONDON	ANTONIO	2nd September.
LONDON	ANTONIO	2nd September.

Hongkong, September 1, 1902.

CHINA NAVIGATION CO., LTD.

FOR	STEAMSHIP	DATE
HONG KONG AND CEBU	KAISER	2nd September.
CHINKIANG	TAIWAN	5th September.
KOBE AND YOKOHAMA	CHONG	6th September.
TIENTSIN	KWANG	8th September.
THURSDAY ISLAND, COOKTOWN, CARLOS, TOWNVILLE, LIRI- BANK, SYDNEY and MEL- BOURNE	CHONG	13th Sept. at Noon.

*The attention of Passengers is directed to the Superior Accommodation offered
by these Steamships, which are fitted throughout with Electric Light. A duly qualified
Surgeon is on board.

Taking Cargo and Passengers at through rates for all New Zealand and other
Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PIANG, COLOMBO, ALLEN, SUEZ, PORT SAID

NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE ATLANTIC, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON

AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT ALEXANDRIA AND SOUTHAMPTON TO LAND

PASSENGERS AND LOGGERS.

N.B. CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES

IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers. Sailing Dates.

KONIG ALBERT... THURSDAY, 4th September.

PRINZ REGENT LUTPOLD... THURSDAY, 18th September.

PIEDMONT... WEDNESDAY, 10th October.

HAMBURG... WEDNESDAY, 29th October.

SACHSEN... WEDNESDAY, 12th November.

GERA... WEDNESDAY, 26th November.

KLAUSCHOU*... WEDNESDAY, 10th December.

BAYERN... WEDNESDAY, 24th December.

*Steamer of the Hamburg-Amerika Line.

ON THURSDAY, the 4th day of September, 1902, at Noon, the Steamship

KONIG ALBERT, of the Norddeutscher Lloyd, Captain C. POLACK, with

MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above,

calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on TUESDAY, the 2nd September. Cargo

and Specie will be received on Board until 3 p.m. on WEDNESDAY, the 3rd Sept., and

Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 3rd Sept.

Contents of Packages are required. No Parcel Receipt will be signed for less than

\$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

NORTHERN PACIFIC S.S. CO.

BOSTON STEAMSHIP CO.

BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. 1902.

HYADES... 3753 G. Wright... Sept. 12.

GLENOCLE... 3759 W. H. Smith... Oct. 21.

PLEIADIS... 3763 J. Pantou... Oct. 18.

VICTORIA... 3502 J. Pantou... Oct. 18.

Steamers marked (*) have no passenger accommodation.

The attention of Passengers is directed to the very cheap rates offered by this Line

to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the

UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST POINTS and to the Principal

Cities in the United States and Canada.

For further information as to Freight, or Passage, Apply to

Dodwell & Co., Limited, General Agents.

Hongkong, September 1, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For

TAMUI, { DALIN MARU, TUESDAY, 2nd

ANPING, VIA SWATOW, { MAIDZURU MARU, WEDNESDAY, 3rd

AND AMOY, { T. SAITO, Sept., at Noon.

TAMUI, VIA SWATOW, { DAIGI MARU, SUNDAY, 7th

AND AMOY, { T. KITANO, Sept., at Noon.

FOOCHOW, VIA SWATOW, { ANPING MARU, WEDNESDAY, 10th

AND AMOY, { J. Goro, Sept., at Noon.

The Co.'s new Steamers are specially designed for the coast trade of South

China and Formosa, and are fitted with the very modern improvements. Excellent accom-

modation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection

by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises

at Tamui to land all passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch

Office, at No. 2, Des Voeux Road Central.

T. ARIMA,

MANAGER.

Hongkong, September 1, 1902.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY.

While special VESSELS to the Undermentioned PORTS of the DATE

SINGAPORE AND

MARSEILLES AND

YOKOHAMA

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Shipping.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

ARRATON APCAR,

Captain A. STEWART will be despatched

for the above Ports on TUESDAY, the

2nd September, at 3 p.m.

For Freight or Passage, apply to

D. SASSOON & Co., Ltd.,

Agents.

Hongkong, August 29, 1902.

1771

HAMBURG-AMERIKA LINIE.

(Taking Cargo at through rates to TONG-
TAU, CHINKIANG AND HANGKOW.)

THE Steamship

LYNNHOLM,

Captain TH. LEHMANN, will be despatched

for the above Ports on TUESDAY, the

2nd September, at 3 p.m.

This Steamer has superior Accommoda

NOTICES TO CONSIGNEES.

INDRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship *Indra* having arrived from the above ports, Consignees of Goods are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd Sept. at 2 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, after which no claims will be recognized.

Optimal goods will be landed here unless instructions are given to the contrary before 4 p.m. today.

J. A. HAWETT, Superintendent.

Hongkong, August 29, 1902. 1757

NOTICE TO CONSIGNEES.

STRAIGHT LAOS.

COMPAGNIE DES MESSEGERIES MARITIMES.

CONSIGNEES of Cargo from London via Suez and from Hongkong via Suez, are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd Sept. at 2 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, after which no claims will be recognized.

Optimal goods will be landed here unless instructions are given to the contrary before 4 p.m. today.

G. DE CHAMPELUX, Agent.

Hongkong, August 29, 1902. 1756

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO'S STEAMER *GENEAL*.

FROM DOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th Sept. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, after which no claims will be recognized.

Optimal goods will be landed here unless instructions are given to the contrary before 4 p.m. today.

R. A. HAWETT, Superintendent.

Hongkong, August 29, 1902. 1770

NOTICE TO CONSIGNEES.

'GLEN' LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Company's Steamship *Glenary* having arrived from the above ports, Consignees of Goods are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th Sept. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival, after which no claims will be recognized.

Optimal goods will be landed here unless instructions are given to the contrary before 4 p.m. today.

McGREGOR BROS. & GOW.

Hongkong, August 29, 1902. 1772

三手標

THE TRI-METRIC CLASSIC.

Translated from the Chinese by E. J. EVELL, F.R.D.

To be had—Price 20 Cents each—from the 'CHINA MAIL' Office, 5 Wyndham Street.

THE

HONGKONG

DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL'.

Price—Fifty Cents.

To be had at the 'China Mail' Office, 5 Wyndham Street.

INSURANCES.

Strongest in the World.

TOO MUCH

LIFE

ASSURANCE?

Do you think your wife and children will think it too much after it is paid—and is it too late to get any more?

Looking at it in that light, wouldn't you feel more comfortable if you had a little more life Assurance? Ask the Agent for the Policy best suited to your particular requirements.

THE EQUIABLE LIFE ASSURANCE SOCIETY.

F. KIENE, Manager, Hongkong.

1265

UNION ASSURANCE SOCIETY.

(Incorporated in the Colony of Hong Kong, 1874.)

CAPITAL FULLY SUBSCRIBED, £250,000.

CAPITAL PAID UP, £125,000.

TOTAL INVESTED FUNDS, £2,450,044.

TOTAL ANNUAL INCOME, £1,103,883.

THE Underwritten, having been appointed AGENTS for the above Society in Hong Kong, are prepared to issue Policies and make claims on the usual terms.

HARRY WICKING & CO., Agents.

1142

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Capital Paid Up, £1,000,000.

Subscribed Capital, £2,500,000.

Reserve Fund, £2,500,000.

THE Underwritten, having been appointed AGENTS for the above Society in Hong Kong, are prepared to issue Policies and make claims on the usual terms.

SHEWAN, TOMES & CO., Agents.

Hongkong, July 2, 1902. 1557

SALAMANDER FIRE INSURANCE COMPANY.

THE Underwritten, having been appointed AGENTS for the above Company in Hong Kong, are prepared to issue Policies and make claims on the usual terms.

HOTZ, MACDON & CO., Agents.

Hongkong, March 31, 1901. 738

THE STANDARD LIFE ASSURANCE COMPANY.

STERLING POLICIES. OLD AGE PENSIONS. Immediate Annuities. Partnership Policies. Short term Policies. Travelers' Policies. Children's Endowments.

Premiums moderate, conditions liberal. For all particulars, apply to—

DOBSON & CO., LD., Agents.

Hongkong, February 13, 1901. 3-83

ESTABLISHED 1872.

HOP FUNG, 合

SHIP CHANDLER, No. 30 & 32 Wing On St. Central.

DEALER IN ALL KINDS OF NEW IRON, METAL & STEEL for ENGINEERING WORK.

STEEL BOILER-PLATES, COPPER PIPES, GAS TUBING, ANCHORS & CHAINS, STEEL TEES AND JOISTS.

Hongkong, January 4, 1902. 25

EAST PRAVA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY THE HON. C. P. CHATER.

The Full Details Printed in Pamphlet Form. NOW READY.

Copies may be had at 'CHINA MAIL' Office. Price 50 Cents each.

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

(Reprinted from the 'China Mail'.)

For Sale at the 'China Mail' Office. Price 50 Cents.

30 CIGARETTES

THE BLOSSOM CIGARETTES

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BANKS.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 20,000,000

CAPITAL PAID-UP ... 15,000,000

CAPITAL UNPAID ... 5,000,000

RESERVE FUND ... 8,710,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

TOKYO, KOREA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONGKONG, SHANGHAI, YOKOHAMA, MANILA, CEBU, BATAVIA, SOERABAYA, SINGAPORE, THAILAND, PHILIPPINES, SOUTHERN CHINA, HANKOW, PEKING, TIENTSIN, SHANGHAI.

LONDON BRANCH: The London Joint Stock Bank, Limited, 1, Abchurch Lane, London, E.C. 4.

YOKOHAMA BRANCH: The Yokohama Specie Bank, Limited, 1, 1-2, Nishi-Shinjuku, Tokyo.

HONGKONG BRANCH: The Yokohama Specie Bank, Limited, 1, 1-2, Nishi-Shinjuku, Tokyo.

On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

T. H. HODSUMI, Manager.

Hongkong, September 1, 1902. 589

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12th NOVEMBER, 1902.

SUBSCRIBED CAPITAL ... Tls. 5,000,000

PAID-UP CAPITAL ... 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES:

PEKING, TIENTSIN, SHANGHAI, HONGKONG, CANTON, HANKOW, SOOCHOW, NANKING, SINGAPORE, MANILA, CEBU, BATAVIA, SOERABAYA, SINGAPORE, THAILAND, PHILIPPINES, SOUTHERN CHINA, HANKOW, PEKING, TIENTSIN, SHANGHAI.

LONDON BRANCH: The London Joint Stock Bank, Limited, 1, Abchurch Lane, London, E.C. 4.

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HONGKONG BRANCH: The Yokohama Specie Bank, Limited, 1, 1-2, Nishi-Shinjuku, Tokyo.

On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

E. W. RUTHER, Manager.

Hongkong, January 18, 1901. 1978

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL ... £1,000,000

PAID-UP CAPITAL ... £213,374

HEAD OFFICE—HONGKONG.

BRANCHES AND AGENCIES:

PEKING, TIENTSIN, SHANGHAI, HONGKONG, CANTON, HANKOW, SOOCHOW, NANKING, SINGAPORE, MANILA, CEBU, BATAVIA, SOERABAYA, SINGAPORE, THAILAND, PHILIPPINES, SOUTHERN CHINA, HANKOW, PEKING, TIENTSIN, SHANGHAI.

LONDON BRANCH: The London Joint Stock Bank, Limited, 1, Abchurch Lane, London, E.C. 4.

YOKOHAMA BRANCH: The Yokohama Specie Bank, Limited, 1, 1-2, Nishi-Shinjuku, Tokyo.

HONGKONG BRANCH: The Yokohama Specie Bank, Limited, 1, 1-2, Nishi-Shinjuku, Tokyo.

On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

EVAN ORMOND, Acting Manager.

Hongkong, April 1, 1902. 234

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... £10,000,000

RESERVE FUND ... £10,000,000

STERLING RESERVE ... £10,000,000

SILVER RESERVE ... £10,000,000

RESERVE LIABILITY OF PROPRIETORS ... £10,000,000

COURT OF DIRECTORS:

Hon. A. HAYES, Esq., Chairman.

Hon. A. HAYES, Esq., Chairman.

Hon. A. HAYES, Esq., Chairman.

Hon. A. HAYES, Esq., Chairman.

Hon. A. HAYES, Esq., Chairman.

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Hon. A. HAYES, Esq., Chairman.

Hon. A. HAYES, Esq., Chairman.

Hon. A. HAYES, Esq., Chairman.

BANKS.

DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL, Shtai Tls. 5,000,000.

HEAD OFFICE: SHANGHAI.

BOARD OF DIRECTORS: LUBIN.

BRANCHES: SHANGHAI, TIENTSIN, PEKING, HANKOW, SOOCHOW, NANKING, SINGAPORE, MANILA, CEBU, BATAVIA, SOERABAYA, SINGAPORE, THAILAND, PHILIPPINES, SOUTHERN CHINA, HANKOW, PEKING, TIENTSIN, SHANGHAI.

LONDON BRANCH: The London Joint Stock Bank, Limited, 1, Abchurch Lane, London, E.C. 4.

YOKOHAMA BRANCH: The Yokohama Specie Bank, Limited, 1, 1-2, Nishi-Shinjuku, Tokyo.

HONGKONG BRANCH: The Yokohama Specie Bank, Limited, 1, 1-2, Nishi-Shinjuku, Tokyo.

On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

H. SCHOTTLENDER, Manager.

Hongkong, April 15, 1902. 283

GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK.)

ESTABLISHED 1884.

PAID-UP CAPITAL ... U.S. \$2,000,000

RESERVE FUND ... U.S. \$2,000,000

HEAD OFFICE: NEW YORK.

BRANCHES AND AGENCIES:

PEKING, TIENTSIN, SHANGHAI, HONGKONG, CANTON, HANKOW, SOOCHOW, NANKING, SINGAPORE, MANILA, CEBU, BATAVIA, SOERABAYA, SINGAPORE, THAILAND, PHILIPPINES, SOUTHERN CHINA, HANKOW, PEKING, TIENTSIN, SHANGHAI.

LONDON BRANCH: The London Joint Stock Bank, Limited, 1, Abchurch Lane, London, E.C. 4.

YOKOHAMA BRANCH: The Yokohama Specie Bank, Limited, 1, 1-2, Nishi-Shinjuku, Tokyo.

HONGKONG BRANCH: The Yokohama Specie Bank, Limited, 1, 1-2, Nishi-Shinjuku, Tokyo.

On Current Account at the Rate of 2% per annum on the daily balance.

On fixed deposits for 12 months, 5% per annum.

On fixed deposits for 6 months, 4% per annum.

On fixed deposits for 3 months, 3% per annum.

S. G. EVANS, Acting Manager.

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